

Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 CIAE-00 PM-04 H-02 INR-07 L-03 NSAE-00
NSC-05 PA-02 PRS-01 SP-02 SS-15 ACDA-10 SAJ-01 EB-07
FAA-00 DOTE-00 IO-13 NSCE-00 SSO-00 USIE-00 INRE-00
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-----151438Z 056167 /65

O 151325Z JAN 77

FM AMEMBASSY STOCKHOLM
TO SECSTATE WASHDC IMMEDIATE 9545
DOD WASHDC IMMEDIATE
INFO AMEMBASSY LONDON IMMEDIATE
AMEMBASSY MOSCOW IMMEDIATE
USIA WASHDC IMMEDIATE
USMISSION USNATO BRUSSELS IMMEDIATE
USEUCOM VAIHINGEN GERMANY IMMEDIATE

UNCLAS SECTION 1 OF 2 STOCKHOLM 0185

E.O. 11652: N/A

TAGS: SOPN, SW

SUBJECT: CONTINUED MEDIA COMMENTS ON US-SOVIET AIRCRAFT
INCIDENT OVER BALTIC

REF: STOCKHOLM 0184 (NOTAL) AND PREVIOUS

1. INDEPENDENT DAGENS NYHETER AND CONSERVATIVE SVENSKA DAGBLADET
IN FRONT-PAGE ARTICLES ON JANUARY 15 CONTINUED THEIR COVERAGE
OF THE SWEDISH GOVERNMENT'S HANDLING OF THE US-SOVIET AIRCRAFT
INCIDENT OF JANUARY 5. THE SVENSKA DAGBLADET ARTICLE POINTS OUT
THAT GOS AUTHORITIES HAVE CONCLUDED FROM RADAR SCOPE FILM EVIDENCE
THAT THE ALLEGED NEAR-MISS OCCURRED IN THE RIGA NOT STOCKHOLM
FIR. THE SAME ARTICLE CLEARS UP PREVIOUS MEDIA CONFUSION BY
POINTING OUT THAT NO PROTEST HAS BEEN MADE OVER THE JANUARY 5
INCIDENT TO THE AMERICAN EMBASSY IN STOCKHOLM. THE DN ARTICLE
STATES THAT WHEN PRESENTING THE GOVERNMENT'S OFFICIAL POSITION ON
THIS CASE TO THE RIKSDAG ON JANUARY 19, FOREIGN MINISTER SODER
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MAY HAVE SPECIFIC PROPOSALS TO MAKE "FOR MEASURES TO ELIMINATE
THE RISK OF SIMILAR INCIDENTS IN THE FUTURE."

2. SVENSKA DAGBLADET ARTICLE:

"PHOTOGRAPHGS OF THE RADAR PICTURES RELATING TO THE INCIDENT

OVER THE BALTIC ON JANUARY 5 SHOW THAT THE AMERICAN RECONNAISSANCE AIRCRAFT AND THE SOVIET PASSENGER AIRCRAFT PASSED EACH OTHER WITH AN ALTITUDE DIFFERENCE OF A COUPLE OF HUNDRED METERS. THE US AIRFORCE HAS STATED THAT THE DISTANCE IN QUESTION WAS AT LEAST 20 KILOMETERS.

"PROBABLY THE US AIRCRAFT PASSED JUST BEHIND THE SOVIET PLANE THOUGH THIS IS NOT ALTOGETHER CLEAR FROM THE PICTURES. THE INCIDENT OCCURRED IN AIR CORRIDOR GREEN 24 SOUTHEAST OF GOTLAND.

"BUT IT DID NOT OCCUR IN THAT SECTOR OF THE AIR CORRIDOR SUPERVISED BY THE SWEDISH AIR TRAFFIC CONTROL AUTHORITIES BULLTOFTA-STURUP. THE NEW FACT WHICH EMERGES FROM THESE PICTURES IS THAT THE ENCOUNTER TOOK PLACE IN THE SECTOR OF THE CORRIDOR SUPERVISED BY THE SOVIET AIR TRAFFIC AUTHORITIES IN RIGA.

"THE DEPARTMENT OF CIVIL AVIATION HAS APPOINTED A TECHNICAL COMMITTEE OF ENQUIRY.

"FOREIGN MINISTER KARIN SODER WILL ANSWER A QUESTION IN THE RIKSDAG ON JANUARY 19 SUBMITTED BY C.H. HERMANSSON (VPK) ON RECONNAISSANCE AIR ACTIVITIES IN THE BLATIC, ETC. BY THAT TIME THE COMMITTEE WILL HAVE COMPLETED ITS ENQUIRY.

"CONTRARY TO WHAT HAS BEEN CLAIMED EARLIER, THE DEPARTMENT OF CIVIL AVIATION HAS NOT PROTESTED TO THE US EMBASSY IN STOCKHOLM OVER THE JANUARY 5 INCIDENT. PRESUMABLY THE FACTS UNCLASSIFIED

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REVEALED BY THE RADAR PICTURES ON THE POSITION IN THE AIR CORRIDOR CONTRIBUTED TO THIS. A WRITTEN PROTEST WAS SUBMITTED REGARDING THE SEPTEMBER 1976 INCIDENTS."

3. DAGENS NYHETER ARTICLE:

"THE MUCH-DISCUSSED ENCOUNTER BETWEEN A SOVIET PASSENGER AIRCRAFT AND A - SUSPECTED - US RECONNAISSANCE OR SPY PLANE SOUTH OF GOTLAND ON JANUARY 5 WAS WHAT IS KNOWN AS A NEAR-COLLISION. IN OTHER WORDS THE PLANES WERE TOO CLOSE TO EACH OTHER ACCORDING TO CIVIL AVIATION SAFETY RULES AND REGULATIONS.

"AS DN UNDERSTANDS IT, THE ACCIDENT COMMISSION HAS STATED THIS.

"DURING SEVERAL MEETINGS IN THE PAST WEEK, THE COMMISSION HAS STUDIED PHOTOGRAPHS FROM THAT DAY'S MILITARY RADAR FILMS OVER THE BALTIC AREA. THESE WERE SUPPLIED BY THE DEFENSE STAFF.

"THESE PHOTOGRAPHS SHOW THE VARIOUS ALTITUDES OF AIRCRAFT AT A GIVEN TIME AND ONE CAN THEREBY GET AN IDEA OF THE DISTANCES BETWEEN THEM.

"THE WORK OF THE ACCIDENT COMMISSION HAS NOT YET BEEN COMPLETED. FURTHER DETAILS OF THE COMMISSION'S FINDINGS WILL

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BE MADE KNOWN ON JANUARY 19 WHEN KARIN SODER ANSWERS C. H. HERMANSSON'S QUESTION IN THE RIKSDAG ON WHAT IS TO BE DONE AS A RESULT OF THE LATEST NEAR-COLLISION INCIDENTS BETWEEN US RECONNAISSANCE AIRCRAFT AND CIVILIAN PLANES.

"IN ADDITION TO DETERMINING WHAT HAPPENED IN THE INCIDENT IN QUESTION, THE COMMISSION SHALL ALSO ATTEMPT TO PRODUCE PROPOSALS FOR MEASURES TO ELIMINATE THE RISK OF SIMILAR INCIDENTS IN FUTURE.

"THE AIR TRAFFIC IN AIR CORRIDORS OF THIS TYPE IS CONTROLLED BY VERY STRICT REGULATIONS. IF THESE ARE CONFORMED TO, THEN NOTHING WILL GO WRONG.

"AIR TRAFFIC OUTSIDE THESE CORRIDORS IS NOT EQUALLY REGULATED OR SUPERVISED. SINCE THIS IS INTERNATIONAL AIRSPACE, NO ONE COUNTRY OR AUTHORITY CAN MAKE RULES INDIVIDUALLY.

"BUT ON THE OTHER HAND A COMMISSION, SUCH AS THE ONE NOW
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APPOINTED, CAN PROPOSE MEASURES FOR IMPROVEMENTS WHICH CAN THEN
BE TAKEN UP AT THE INTERNATIONAL LEVEL.

"THE INTERNATIONAL AGREEMENT KNOWN AS THE CHICAGO CONVENTION
ALSO EMBRACES MILITARY AIR TRAFFIC. THIS AGREEMENT REQUIRES THAT
NATIONALS BELONGING TO ICAO - THE INTERNATIONAL CIVIL AVIATION
ORGANIZATION - SHALL UNDERTAKE TO GIVE DUE CONSIDERATION TO
CIVIL AIR TRAFFIC DURING THEIR MILITARY AIR COPERATIONS.
ONE QUESTION HERE IS, JUST WHAT IS MEANT BY 'DUE CONSIDERATION'?

"IN ADDITION TO CLARIFYING THE ENCOUNTER BETWEEN THE SOVIET
AND US PLANES, THE COMMISSION IS ALSO EXAMINING THE TWO EARLIER
REPORTS ON ENCOUNTERS BETWEEN RECONNAISSANCE AIRCRAFT AND A
JAPANESE AND A FINNISH PLANE."
SMITH

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